



**WisDOT/WCPA Meeting  
Thursday, August 19th, 2004  
Manitowoc, Wisconsin**

People in attendance

Mike Friis, WDOA  
Pete Mann, City of Washburn  
Kent Pehler, City of LaCrosse  
John Noyes, City of LaCrosse  
Gene Clark, UW Sea Grant Institute  
Marty Olejniczak, City of Strurgeon Bay  
Melissa Kok, Rep. Petri's Office  
Brandon Koss, Koch Industries  
Todd Elton, Koch Industries  
Charles Lanskerd, Brown County Port and Solid Waste  
George Hicks, Shaw Co.  
Earl Berger, SSPI  
Marlene O'Ruehle, Sen. Kohl's Office  
Bob Schweder, Sen. Feingold's Office  
Pete Harris, STS Consultants  
Larry Sullivan, Port of Milwaukee  
Jeff Heib, US Coast Guard  
Ben Verburg, ARCADIS  
Scott Whitney, Army Corp of Engineers  
Larry Kieck, WisDOT  
Steve Donahoe, Foth and Van Dyke  
Bill Chandoir, Door County Economic Development  
Greg Hill, WDNR  
Betty Nowak, Port of Milwaukee  
Bill Handlos, City of Manitowoc  
Dean Haen, Port of Green Bay  
Casey Newman, WisDOT BOP  
Sandy Beaupre, WisDOT, BOP  
Doug Dalton, WisDOT, BOP

1. Overview of WisDOT's meeting purpose and WisDOT's long-range plan by WisDOT staff:  
Sandy Beaupre gave an overview of WisDOT's upcoming long-range transportation plan, *Connections 2030* (C2030). WisDOT is currently seeking input on transportation planning issues from stakeholder groups and larger Wisconsin cities. Plan alternatives should be

available for public comment in July of 2005. The plan is scheduled to be completed in 2006.

2. Gathering of input from WCPA: Discussion focused on the following issues:

a. Regional Issues

WCPA members noted several regional issues including a study of modernizing the St. Lawrence Seaway and funding for expanding the Soo Locks were important to the continued viability of ports on the Great Lakes. WisDOT should continue to be involved in and supportive of these efforts.

b. Financing

WCPA members noted that the funding for the Harbor Assistance Program had not changed in nearly a decade and recent changes to the program has expanded program eligibility. Individual project costs are increasing, so the number of projects that can be completed is being reduced.

They also raised some concerns about some types of private sector eligibility for Harbor Assistance Funds, particularly for the operation and maintenance of ferries.

The long-term viability of program should be addressed in the plan

a. Connectivity

Several board members noted that the road network that connect the ports to the highway system need to be maintained and modernized to handle future freight traffic. This is a key link that often falls through the cracks.

d. Participation

Several board members were pleased that the department decided to participate in their meeting. WCPA would like to stay connected to the planning process and be available to comment as the plan proceeds. The board invited WisDOT to provide a plan update at their 2005 meeting next summer.